

**Standard Ship Building Held Up By Boiler Delays**  
**Machinery Makers Falling Behind Constructors of Hulls**  
**Launch Special Types**  
**Shipping Board Lets Contracts Along Lines Suggested by Builders**

WASHINGTON, Oct. 14.—The standardized steamship, of which there was so much talk when the Shipping Board began its work and which has been carried to such a point of perfection in England that large ships are being launched within sixty days, does not appear to have contributed as yet to speeding up shipbuilding in the United States.

Contracts for steel ships which have recently been let by the Emergency Fleet Corporation are based on size, plans and designs suggested by the builders, which means that to a very large extent these ships will be constructed of parts that will have to be made especially for them. It appears that the standardized plan ships are



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being reserved for the fabrication plants that the government is erecting for operation by private companies and for large new yards being made ready by other companies on their own account.

**Engine Makers Not Mobilized**

It also appears that contracts are still being let on the one-shift basis, which would not indicate that the construction of ships under such contracts was to be rushed. An explanation of this apparent deliberateness in the face of such an emergency as now confronts the shipping world is probably to be found in the extreme difficulty of mobilizing the boiler and engine manufacturers to such a point that they can keep up with the yards.

A shipbuilder who has a government contract and has given special attention to the problem before the Shipping Board declares that the board will have more trouble getting the boiler and engine makers to work than it will the hulls. This applies to both wood and steel ships.

While not even a single ship of the Shipping Board's building programme has yet been launched, new ships for the United States Shipping Board fleet are nevertheless going into commission rapidly.

When the Shipping Board commenced all vessels of less than 2,500 tons that were under construction on August 8 it came into the possession of some that were so nearly complete that they were in service in September. The new fleet is being built away from some superfluities of finish and equipment other ships that would not have been completed for several weeks yet have been made ready for service.

**Five New Ships Last Week**

Five new ships were completed in one yard last week, and the crews and officers were on hand to take them out with full instructions for the first voyage.

These and many of the other commandeer ships that will be among the first of the new fleet to sail were ordered for the Cunard Steamship Company. Many ships being built originally for Norwegian owners are also nearing completion.

There is an impression that the Shipping Board did not commandeer vessels being built for the French government. There were some vessels of more than 2,500 tons building for France on the Pacific Coast when the commandeer order went into effect, and it is not certain that these were taken, but the bulk of the shipping building in American yards for French account consisted of wooden ships of about 2,000 tons, equipped with auxiliary power in the form of Diesel type engines, which would not fall within the scope of the requisition programme.

**Britain Takes Over 2,642 Ships**

LONDON, Sept. 30.—The British government's quarterly navy list shows that 2,642 vessels have been diverted from peaceful employment for regular or auxiliary naval service.

**U. S. Seizes Iron Works**

**Takes Over Risdon Plant in California for Shipbuilding Purposes**

SAN FRANCISCO, Oct. 15.—Official announcement was made to-day that the government has commandeered the Risdon Iron Works, covering thirty acres adjoining the Union Iron Works, and turned it over to the latter for government shipbuilding work.

The Risdon plant has not been actively operated for several years. It was purchased in 1911 by the United States Steel Corporation, and has recently been used as a shipping point for the United States Steel Products Company. It has eight building slips. Approximately 16,000 men will be employed as a result of the combine, it was announced.

**Embargo Conference to Figure in Conspiracy Trial**

CHICAGO, Oct. 15.—Questions asked prospective jurors in the Federal Court to-day indicated that the activity of the American embargo conference, which attempted to have Congress place an embargo on ammunition shipments abroad, will be inquired into during the trial of four men charged with conspiracy to foment a revolution against the British government in India.

The defendants are Gustav H. Jacobson, wealthy real estate dealer; Albert H. Wendt, curio collector and art connoisseur; George Paul Boehm, mechanical engineer; and Heramba Lal Gupta, a Hindu.

**Japan Now Exports Pencils**

TOKIO, Oct. 5.—Before the war a large importer of pencils, Japan has made such strides in home manufacture that she is now exporting pencils in ever increasing quantities. In 1916 Japan sent 168,000,000 lead pencils to foreign lands, at a value of \$20,000. The lead used is chiefly imported from the United States and India, but its production is increasing here.

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**Expect Wilson To Commandeer Dutch Shipping**  
**Netherlands Mission Has Not Given Up Hope of Settlement, However**  
**Trade Yet Unaffected**

WASHINGTON, Oct. 15.—The question of commandeering Dutch and Scandinavian ships now in American ports is being handled directly by the President, and a decision is expected in the next two or three days. The belief is prevalent in many quarters that the President will issue an executive order commandeering the ships, and this course is being urged upon him by the Shipping Board and War and Navy departments.

Secretary Lansing, it is understood, has also withdrawn his objections, which were sufficient to prevent the commandeering of the Dutch and Scandinavian ships when the subject was in the hands of the President before.

Hope has not yet been given up by the Dutch mission, however. The Netherlands government has made a proposition to the President that America shall charter one-half the Dutch tonnage in American ports, to be used in the coastwise trade and trade between the United States and the Dutch colonies. There would be a provision in the charter that the vessels would be used only in these two lines of commerce.

In return for this concession Holland would ask that the remainder of the ships be released for trade between America and Holland and that this government would agree to supply Holland with a stipulated amount of foodstuffs. The ships running to Holland would carry food supplies for Holland and supplies for the Belgian Relief Commission.

Dutch representatives here believe that this plan will prevail. They say that the commandeering of Dutch ships by this country would be construed by the Netherlands government as a distinctly unfriendly act. Asked if Holland would break off diplomatic relations with this government as a result of the commandeering of the Dutch ships, the reply was that it was possible such a step would follow, though Holland was very anxious to keep on good terms with the United States.

Members of the Dutch commission stated that Holland is obligated, under the Rhine navigation convention, to permit the use by Germany of the Netherlands' waterways connected with the Rhine. For this reason, it was declared, Holland could not prevent the use of these waterways by Germany without violating a treaty.

Earlier in the war, it was stated, the Dutch government prohibited the use of the waterways by Germany for the transportation of foodstuffs to Belgium. Holland, it was declared, is unaware of any military use Germany has made of her waterways. Holland had sent her own military officers to Belgium to discover the uses to which the concrete making materials were put by Germany, and in every instance found them to be non-military.

Communication between the United States and Holland has not been affected by Great Britain's action in proclaiming a ban upon commercial cables to the Netherlands because the latter government refused to stop shipments of concrete material to the Germans in Belgium. It was officially stated to-day that the State Department had been informed of no interference whatever with messages from this country.

It is understood that the differences between the Netherlands and England have been the subject of much consideration by all of the Allied governments. Chevalier van Kappard, the Dutch Minister, called to-day on Secretary Lansing, but nothing was made public concerning their conference.

**Swedish Exports to Germany Are Maintained**

STOCKHOLM, Oct. 15.—There is no evidence that exports to Germany are slackening in any way. The German Consul at Malmo officially informed the "Svenska Dagbladet" that Germany is sending 10,000 tons of products to Sweden, including wheat and potatoes, in return for which Sweden is expected to send 50,000 tons of paper to Germany.

He also declared arrangements were nearly completed whereby Germany would export to Sweden 4,000,000 tons of coal in compensation for iron ore, wood, paper and horses.

**Britain and Germany Both Made Trade Pact For Food From Holland**

WASHINGTON, Oct. 15.—The substance of the agreement between Great Britain and Holland, given herewith for the first time, regulating the amount of food to be obtained by England from the Netherlands and also the amount to go into Germany, discloses that Great Britain and Germany made similar agreements with Holland at about the same time.

The British agreement was made November 1, 1916, and the German agreement was made on December 1, 1916.

Only commodities produced in the Netherlands are concerned. Imports are governed by the Netherlands Overseas Trust, which guarantees to England that none of the products shall be sent into Germany. The agreement provided that the total exports from Holland to the United Kingdom shall be proportioned so that the remainder not sent to England goes into Germany.

It is provided that the United Kingdom shall get half the total exports of meat, one-quarter of the butter, one-third of the cheese, and two-thirds of the milk. Not less than one-half the total exports of meat from Holland to the belligerent countries must go to the United Kingdom. This leaves the other half free to go to Germany, as required by the German agreement.

Great Britain by the agreement has the right to at least one-half the total exports of potatoes at a price not greater than 50 per cent over the price fixed by the Dutch government for home consumption. England also gets one-half of the potato flour, which includes sago and pudding powder, and obtains one-quarter of the exports of fruit and vegetables at an average price. One-quarter of all the eggs goes to Great Britain.

**Canada to Deal With U. S. Direct**

Will Have Commissioner at Washington Instead of Acting Through British Ambassador

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Mr. Hazen will be associated with the British Ambassador, but will have considerable opportunity for independent initiative. It is expected that he will be Premier of New Brunswick, a lawyer by training, was with Prime Minister Borden at the last imperial conference in London and has had much business with Washington over fisheries, sealine and marine matters.

**Mexico Arms Embargo Tightened by Board**  
**All Shipments Will Require Permits in Future, Regardless of Size**

WASHINGTON, Oct. 15.—The first order of the newly created War Trade Board, made public to-night, tightens the embargo upon shipments of munitions to Mexico. In the future regular applications for permits must be made for such shipments, regardless of their size. Hereafter less than \$100 worth of munitions could be sent into Mexico under a customs collector's license, granted upon a declaration by the shipper as to destination and purpose.

The board also gave out to-night the text of an agreement which all exporters will be required to sign when shipping to their own branches in foreign countries. The shippers must guarantee that their goods will not go to an enemy or the ally of an enemy, directly or indirectly, that they will not trade with enemies or allies of enemies and that none of the goods exported by them will be sold or delivered without written approval of the United States consul at the place of sale or delivery.

**U. S. Takes Over American Ships For War Traffic**  
**All Cargo and Passenger Vessels of 2,500 Tons and Over Seized**

WASHINGTON, Oct. 15.—Approximately 500 American coastwise and ocean ships of 2,500 tons or over were commandeered to-day by the government. Ships on the Great Lakes are not affected.

While the government control became effective to-day, the ships will continue in the same traffic and under the same plans as heretofore until they receive orders to the contrary.

All along the Atlantic, Gulf and Pacific coasts American registered and enrolled ships, all carefully listed in advance in the Shipping Board files, were taken over for government control. As requests from the army, navy, allies and other government sources are passed upon for use of a certain amount of tonnage, orders will be telegraphed to ships, assigning them to particular service.

The larger ships carrying 2,500 tons or more, including passenger liners, tankers, water and stores, and all passenger steamers of not less than 2,500 tons gross register. Approximately four-fifths of the number taken over are cargo ships.

Commissioner Colby, in active charge of the commandeering of the ships, said the requisitioning would not make any material difference in the present movement of ships.

"We are turning the ships back to the owners to operate them on government account, under the same system as in England. We will not disturb them until there is a concrete case of need," he explained.

"Our purpose is to unify the control of all these ships available for ocean traffic. We have fixed a requisitioning rate, based on a fair appraisal, which replaces the speculative, hectic bidding for tonnage under old private charters. The rates are considerably under the prevalent high rates."

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You would mistake them for Orientals.

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**Daniels, Mayo And Navy Board Discuss U-Boats**  
**Secretary Declares Submarine Menace Presents Grave Problem to U. S.**  
**Sees Hope, However Must Determine if Capital Should Be Used in Attack on Bases**

WASHINGTON, Oct. 15.—There was another conference to-night at the home of Secretary Daniels between the Secretary and Admiral Mayo. Admiral Benson and the Navy General Board were also present. The principal question under discussion to-night was submarines.

Secretary Daniels said to-day that the submarines presented the gravest problem the navy had to consider.

"But the problem is not more serious now than it has been heretofore," he hastened to add. "It is not well either to minimize or magnify this question," he said. "It is the greatest problem before the navy, but it is one I am sure we will handle successfully."

It was in the light of the new information brought by Admiral Mayo that the problem was discussed to-night, and this and the conferences to follow will determine the grave question of whether the capital ships will go in to the attack on the submarine bases. That the question is right up to the Navy Department now was evident to-day in the gravity of all those in touch with the conferences.

Asked if fewer sinkings might not mean only fewer boats to sink, he replied that American shipping was steadily increasing. There was more American tonnage in the water every week, he said.

The impressive thing, however, was the very evident gravity of the problem. Admiral Mayo has brought home to be solved. There seemed to be a much fuller realization of the situation in official circles after the conferences of Saturday and Sunday.

**Wise Suggests Strike Would Win Suffrage**

Howe Also Urges Other Than Persuasive Methods in the Women's Campaign

Interrupted by hecklers on the war, free speech and patriotism, Dr. Stephen S. Wise faced a characteristic Cooper Union audience at the suffrage meeting last night.

"I'm for equal suffrage because Elihu Root is against it," began Dr. Wise, to the joyous shouts of the crowd. "I'm always for anything that he's against, because he's never for democracy, unless it's far, far away—in Russia, perhaps."

"What about the war?" came a voice, answered Dr. Wise. "And I'm for a war that will war against war, a war that will crush Kaiserism and make the world safe for peace, my friend."

"I'm almost weary of the necessity of arguing for a thing that should be a commonplace of a democratic government," said Dr. Wise, going back to suffrage, "and I wouldn't blame the women if, in case the men fail them on November 6, they would refuse to participate in the prosecution of this war."

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They won't, of course. They'll go on being magnanimous and generous."

Dr. Wise was not the first speaker of the evening to advocate the use of other than persuasive appeals for woman suffrage. Commissioner of Immigration Frederick S. Howe, who presided, had earlier advised the women to stop petitioning for the vote if it is denied this time.

"Demand the vote," he said, "and leave the shops and the stores and the factories until you get it. You've been patient and lady like long enough."

Joseph Barondess, Mrs. William Jennings Bryan and "Oklahoma Kate" Barnard were also on the programme.

**Roads in West To Join East in Asking Increase**

Await Conference of Latter To-morrow With Commerce Commission

WASHINGTON, Oct. 15.—Railroads of the West are expected by officials here to follow the Eastern roads in asking the Interstate Commerce Commission to consider the granting of increased rates on a large number of commodities, or even to seek a general advance in all rates.

Indications are that executives of Western roads will await the outcome of the conference to be held here Wednesday among Eastern executives and the commission before making a move. Officials have received intimations within the last forty-eight hours that the action was under consideration.

Within the last two months the Western roads have fallen below their banner figures of a year ago. Gross receipts have been much higher, but operating expenses have outstripped the increase.

Southern roads, whose net revenues rose as those of Eastern and Western roads fell, have taken no step looking toward another application, so far as officials here know, but it is considered likely that they will join the others. Although they are making more money than ever before, the net profits, it is claimed, are insufficient to enable them to make needed improvements.

At Wednesday's conference a tentative, informal proposal is expected from the executives of Eastern roads. It so happens that this conference will be held at a time when many state railroad commissioners will be in the city, attending the national convention of railroad commissioners. Officials regard it as practically certain that representatives of the state commissioners will attend the meeting to protest against any general advance in rates.

Representatives of shippers' organizations also will probably attend and state their views.

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